

BRIDGE QUANTITIES		
ITEM	UNIT	QUANTITY
PMA S0.25	TON	3250
PMA S0.5	TON	4725
MATERIAL FOR TACK COAT	GAL	2975
REMOVAL OF EXISTING WEARING SURFACE	SY	59500
REMOVAL OF BRIDGE DECK CONCRETE	CY	30
JACKING EXISTING SUPERSTRUCTURE (SITE NO. 1)	LS	LS
REMOVAL OF PARAPET	CY	45
TEMPORARY WORK PLATORM	LS	LS
CLEAN EXISTING SCUPPERS	EA	71
EXTEND EXISTING WEEPHOLES	EA	18
REMOVAL AND REPLACEMENT OF EXISTING BRIDGE DRAINAGE SYSTEM	LF	89
SILICONE EXPANSION JOINT SYSTEM	LF	125
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	CF	1445
STRIP SEAL EXPANSION JOINT SYSTEM FOR REHAB PROJECTS	LF	264
REPLACE MODULAR EXPANSION JOINT SEAL	LF	2000
REPLACE MODULAR EXPANSION JOINT CONTROL SPRING ASSEMBLY	EA	135
REPLACE MODULAR EXPANSION JOINT SUPPORT BAR BEARING	EA	36
REPLACE MODULAR EXPANSION JOINT CENTER BEAM	LF	80
CLEAN AND LUBRICATE EXISTING BEARINGS	EA	33
3" ELASTOMERIC COMPRESSION SEAL	LF	216
CLASS "S" CONCRETE	CY	30
CLASS "F" CONCRETE	CY	90
FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)	CY	450
PARTIAL DEPTH PATCH	CF	8673
REPAIR BEARING PAD	EA	2
EPOXY INJECTION CRACK REPAIR	LF	35
DEFORMED STEEL BARS	LB	30
DEFORMED STEEL BARS (EPOXY COATED)	LB	30000
DOWEL BAR SPLICER SYSTEM - EPOXY COATED	EA	250
DRILLING AND GROUTING REINFORCING BARS	LF	10
BOLT REPLACEMENT	EA	192
CLEAN AND COAT EXPOSED REINFORCING STEEL	LF	575
REPAIR DEFECTIVE WELDS	LF	315
STRUCTURAL STEEL REPAIRS (SITE NO. 1)	CWT	105
LOCALIZED PAINT REMOVAL & FIELD PAINTING OF EXISTING STEEL	SF	1450
REMOVAL OF EXISTING STRUCTURAL STEEL	LS	LS
REPOINT MORTAR JOINTS	LF	5843
MEMBRANE WATERPROOFING (COLD LIQUID ELASTOMERIC)	SY	59300
RESET METAL POST	EA	1652
CONCRETE HAUNCH REMOVAL	LF	12421
MODIFY LIGHT STANDARD ANCHORAGES	EA	3
1" RIGID METAL CONDUIT IN STRUCTURE	LF	200
2" RIGID METAL CONDUIT IN STRUCTURE	LF	380
ABRASIVE BLAST CLEANING AND FIELD PAINTING OF BEAM ENDS (SITE NO. 1)	LS	LS
CLASS 1 CONTAINMENT AND COLLECTION OF SURFACE PREPARATION DEBRIS (SITE NO. 1)	LS	LS
PROTECTIVE COMPOUND FOR BRIDGES	SY	355
REMOVAL OF EXISTING OVERHEAD SIGNING	LS	LS
REMOVE AND RESET METAL BRIDGE RAIL (5'-0" HIGH)	LF	165
REMOVE AND RESET METAL BRIDGE RAIL	LF	180
PEENING COVER PLATE WELDS	EA	9
RESET IMPACT ATTENUATOR	EA	1
4" FIBERGLASS MULTIDUCT CONDUIT - EXTRA HEAVY WALL	LF	6500
18" X 12" X 8" CAST IRON JUNCTION BOX	EA	7
14" X 16" X 8" FIBERGLASS JUNCTION BOX	EA	13
PULL BOX	EA	2

NOTICE TO BRIDGE INSPECTORS	
THE DEPARTMENT'S BRIDGE SAFETY PROCEDURES REQUIRE THIS BRIDGE TO BE INSPECTED FOR, BUT NOT LIMITED TO, ALL APPROPRIATE COMPONENTS INDICATED IN THE GOVERNING MANUALS FOR BRIDGE INSPECTION. ATTENTION MUST BE GIVEN TO INSPECTING THE FOLLOWING SPECIAL COMPONENTS AND DETAILS. (THE LISTING OF COMPONENTS FOR SPECIFIC ATTENTION SHALL NOT BE CONSTRUED TO REDUCE THE IMPORTANCE OF ANY OTHER COMPONENT OF THE STRUCTURE.) THE FREQUENCY OF INSPECTION OF THIS STRUCTURE SHALL BE IN ACCORDANCE WITH THE GOVERNING MANUALS FOR BRIDGE INSPECTION, UNLESS OTHERWISE DIRECTED BY THE MANAGER OF BRIDGE SAFETY AND EVALUATION.	
COMPONENT OR DETAIL	DRAWING NUMBER REFERENCE
NONE	-

INSPECTION OF FIELD WELDS		
METHOD	UNIT	QUANTITY
ULTRASONIC	INCH	0
MAGNETIC PARTICLE	FEET	321

CONCRETE DISTRIBUTION		
SUPERSTRUCTURE	CY	861
SUBSTRUCTURE	CY	30
FOOTINGS	CY	0
TOTAL	CY	891

GENERAL NOTES

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 (2004), SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2016 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGE DESIGN - 17TH EDITION, 2002 WITH INTERIM SPECIFICATIONS INCLUDING AND UP TO 2003 AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).

ALLOWABLE DESIGN STRESSES:  
CLASS "S" CONCRETE BASED ON f'c = 3,000 PSI  
CLASS "F" CONCRETE BASED ON f'c = 4,000 PSI  
LIGHTWEIGHT CONCRETE BASED ON f'c = 4,000 PSI

REINFORCEMENT (ASTM A615 GRADE 60) BASED ON Fy = 60,000 PSI  
STRUCTURAL STEEL (ASTM M270 GRADE 50T2) BASED ON Fy= 50,000 PSI

THE SPECIFIED CONCRETE STRENGTH USED IN DESIGN, f'c, OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE MIX IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF "SECTION 6.01 CONCRETE FOR STRUCTURES".

LIVE LOAD: AASHTO HS20 LOADING (NEW ELEMENTS ONLY)

FUTURE PAVING ALLOWANCE: NONE

STRUCTURAL STEEL: SEE DWG. NO. SA-57 FOR DESIGNATIONS AND REQUIREMENTS.

PAINT: SELECT BEARINGS AND BEAM ENDS, AS DETAILED ON THE PLANS, SHALL BE CLEANED AND PAINTED UNDER THE ITEM "ABRASIVE BLAST CLEANING AND FIELD PAINTING OF BEAM ENDS (SITE NO. 1)". THE CONTRACTOR SHALL ALSO PERFORM LOCALIZED FIELD PAINTING OF THE EXISTING STRUCTURAL STEEL AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER, WHICH WILL BE PAID FOR UNDER THE ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF EXISTING STEEL." THE COLOR OF THE TOP COAT SHALL CONFORM TO FEDERAL STANDARD 595A COLOR NO. 35526 LIGHT BLUE.

PMA OVERLAY: THIS SHALL CONSIST OF TWO LIFTS, THE FIRST SHALL BE PMA SO.25 (1" THICK) AND THE SECOND SHALL BE PMA SO.5 (1½" THICK).

SUBSTRUCTURE ELEVATIONS: ELEVATIONS SHOWN ARE N.A.V.D. 1988 ELEVATIONS CONVERTED FROM ORIGINAL N.G.V.D. 1929 ELEVATIONS TAKEN FROM ORIGINAL AS-BUILT PLANS DATED 1969 & 1970.

DIMENSIONS: ALL DIMENSIONS SHOWN ON THE PLANS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE GIVEN IN FEET. WHEN ELEVATIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZERO.

EXISTING DIMENSIONS: DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

DEBRIS SHIELDS TO BE INSTALLED ON BRIDGE FOR UNDER DECK WORK ASSOCIATED WITH ITEMS "CLEAN AND COAT EXPOSED REINFORCING STEEL", "FULL DEPTH PATCH" AND "CONCRETE HAUNCH REMOVAL". DEBRIS SHIELDS SHALL BE PAID FOR UNDER THE RESPECTIVE ITEMS, FOR INFORMATION SEE SPECIAL PROVISIONS. SEE DRAWINGS SA-03 TO SA-05 FOR ADDITIONAL NOTES REGARDING THE INSTALLATION OF DEBRIS SHIELDS ON BRIDGE.

WORK PLATFORM: WORK PLATFORM IS BEING PROVIDED FOR THE RECONSTRUCTION OF MODULAR JOINTS AND BEING PAID FOR UNDER THE ITEM "TEMPORARY WORK PLATFORM", ITEM # 0503967A, SEE SPECIAL PROVISION. WORK PLATFORMS AND CONTRACTOR ACCESS REQUIRED FOR ALL OTHER WORK SHALL BE PAID FOR AND MEET THE REQUIREMENTS AS INDICATED UNDER THOSE ITEMS.

EXISTING PLANS: PLANS FOR THE EXISTING BRIDGE ARE AVAILABLE AT THE CONNECTICUT DEPARTMENT OF TRANSPORTATION PLAN ROOM, 160 PASCOENE PLACE, NEWINGTON. THE ORIGINAL SUBSTRUCTURE WAS CONSTRUCTED UNDER PROJECT NO. 94-95. THE ORIGINAL SUPERSTRUCTURE WAS CONSTRUCTED UNDER PROJECT NO. 94-106 AND THE BRIDGE WAS REHABILITATED UNDER PROJECT NO. 94-171.

CONCRETE NOTES

CLASS "F" CONCRETE: CLASS "F" CONCRETE SHALL BE USED FOR RE-CONSTRUCTED PARAPETS AND DECK SECTIONS AT OVERHEAD SIGN SUPPORT ANCHORAGES. SEE DWG. NO. SA-96 FOR LOCATIONS.

LIGHTWEIGHT CONCRETE: LIGHTWEIGHT CONCRETE SHALL ALSO BE USED FOR RECONSTRUCTED PARAPETS AND DECK SECTIONS AT OVERHEAD SIGN SUPPORT ANCHORAGES. SEE DWG. NO. SA-96 FOR LOCATIONS.

CLASS "S" CONCRETE: CLASS "S" CONCRETE SHALL BE USED FOR PATCHING SUBSTRUCTURE COMPONENTS.

DECK REPAIRS: SURFACE REPAIRS TO THE DECK UNDERSIDE SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "CLEAN AND COAT EXPOSED REINFORCING STEEL". FULL DEPTH PATCHING (AS REQUIRED) AS DIRECTED BY THE ENGINEER SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)". PARTIAL DEPTH PATCHING (AS REQUIRED) AS DIRECTED BY THE ENGINEER SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "PARTIAL DEPTH PATCH".

JOINT SEAL: SEE SPECIAL PROVISIONS

EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" x 1" UNLESS DIMENSIONED OTHERWISE.


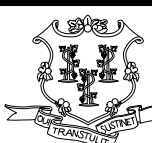

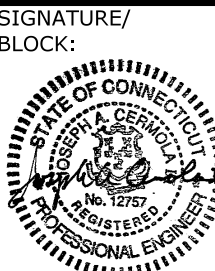
CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER UNLESS DIMENSIONED OTHERWISE.

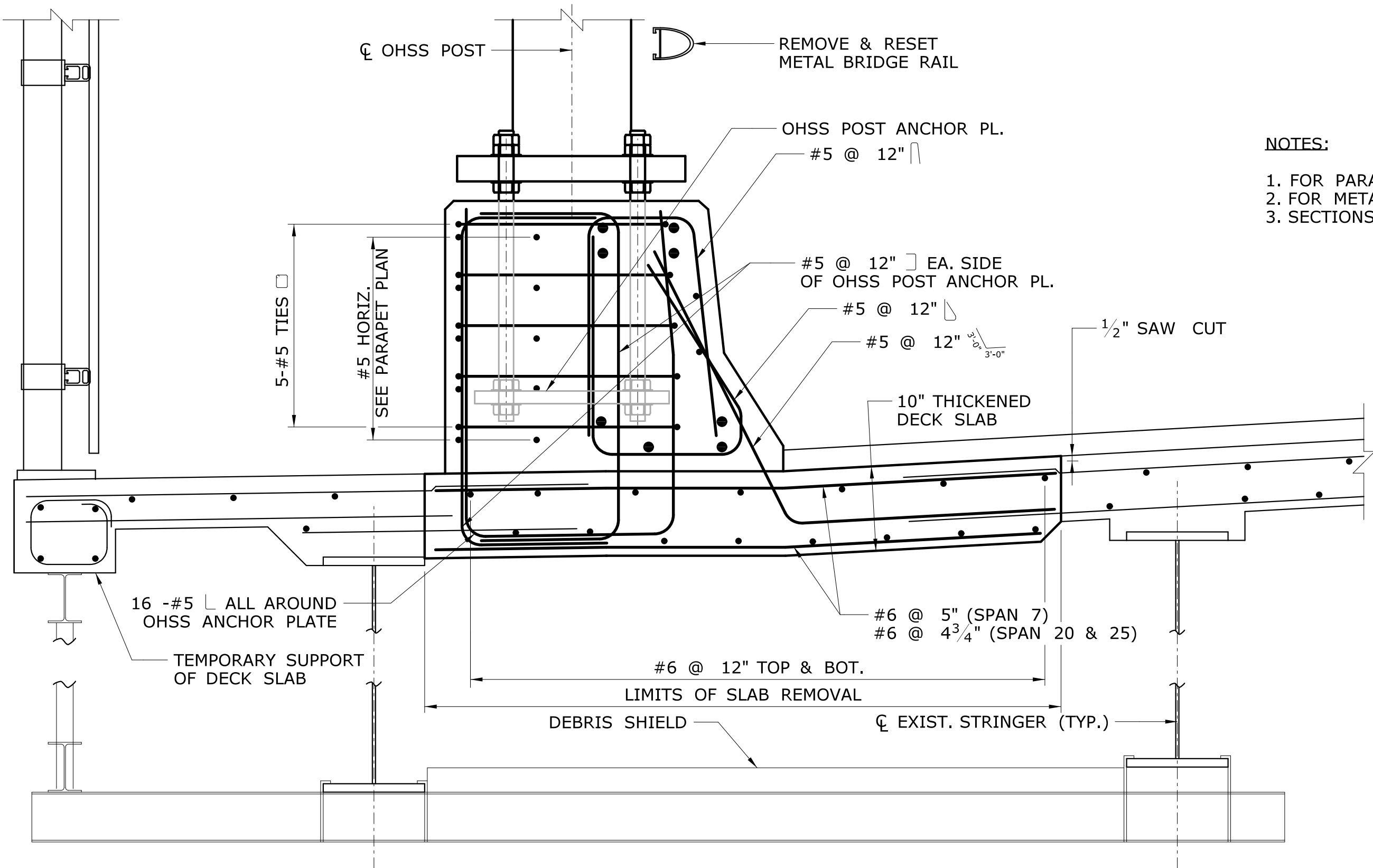
REINFORCEMENT: ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.

CONSTRUCTION JOINTS: CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

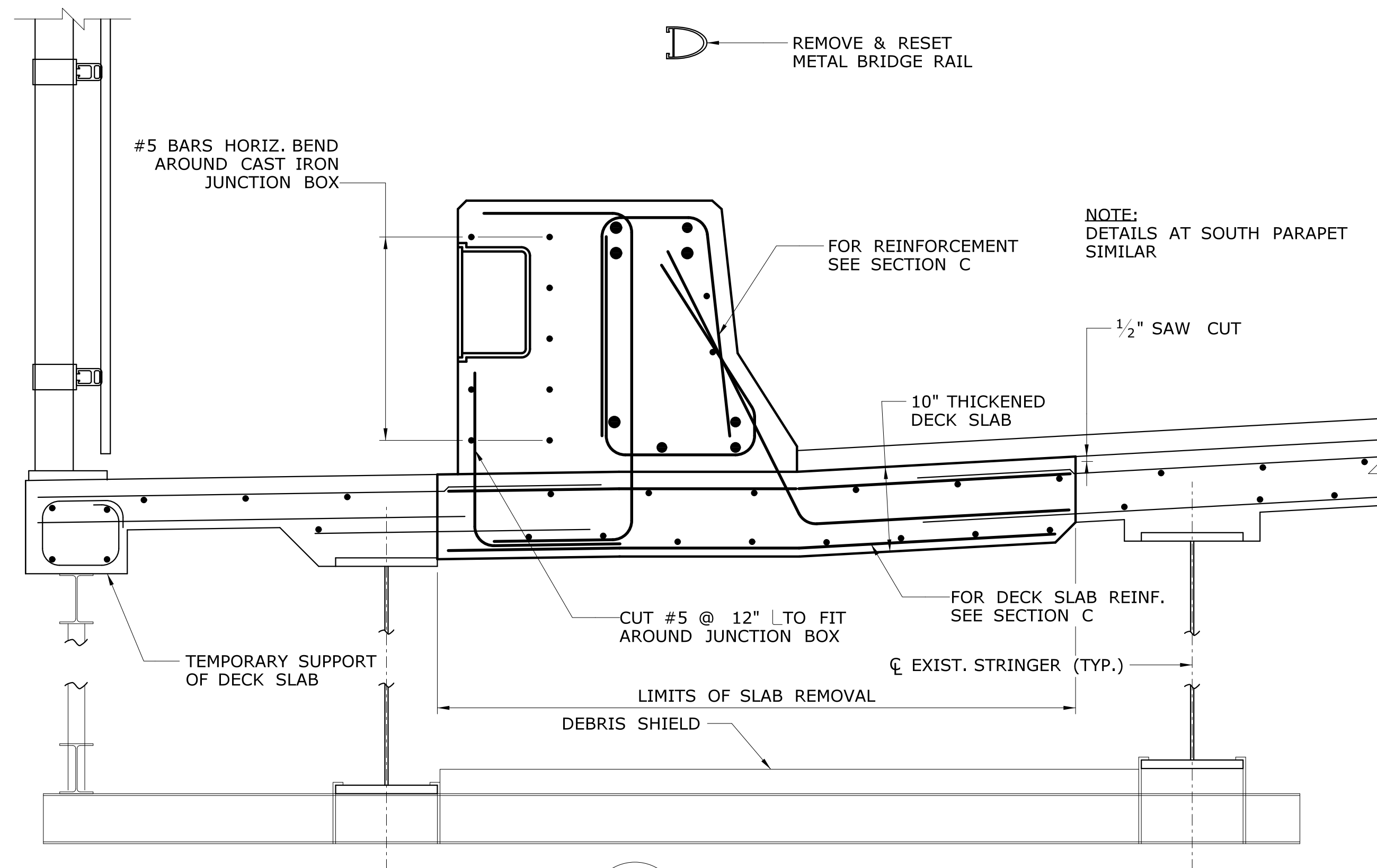
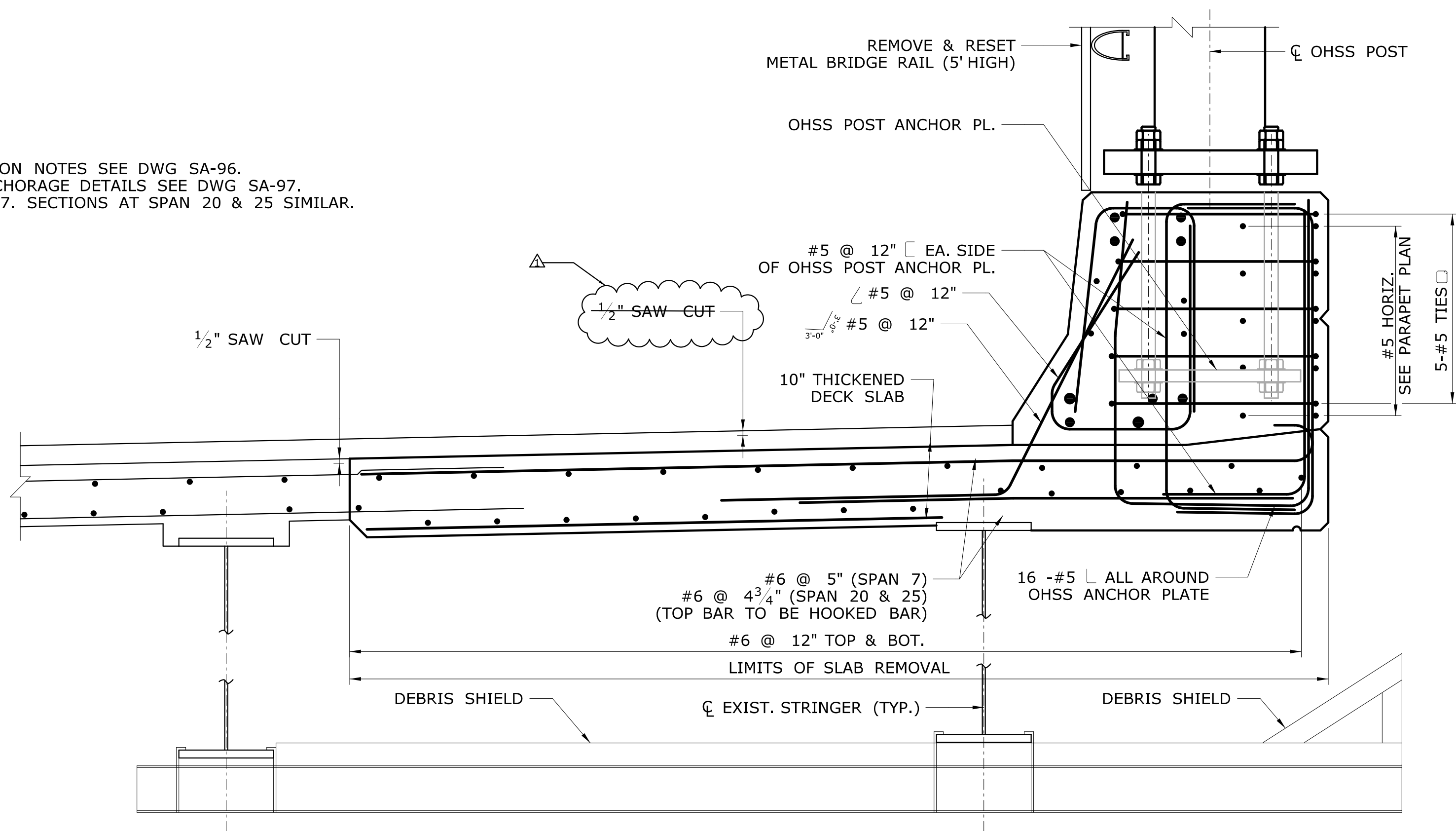
GALVANIZED REINFORCING BARS: THE REINFORCEMENT IN THE JOINT HEADER SHALL BE GALVANIZED.

ADDENDUM NO. 1

	09/19/16	REVISED CONCRETE TYPE	04.002	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: <b>S. SLATER</b> CHECKED BY: <b>M. EGAN</b>	 <b>STATE OF CONNECTICUT</b> <b>DEPARTMENT OF TRANSPORTATION</b>	 Cardinal Engineering Associates, Inc. 3 Colony Street Meriden, CT 06451		PROJECT TITLE: <b>I-95 SB &amp; TR 817 BRIDGE NOS. 02514A &amp; 02514B OVER THAMES RIVER, SR 635 RR, LOCAL ROADS &amp; STATE PIER</b>	TOWN: <b>NEW LONDON/GROTON</b>	PROJECT NO. <b>94-252</b>					
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 9/19/2016	Filename: ...\\SB_MSH_0094_0252_BR_NO_02514A_GEN_NOTES_A1.dgn											
GENERAL NOTES											SHEET NO. <b>04.002.A1</b>					



- NOTES:
1. FOR PARAPET RECONSTRUCTION NOTES SEE DWG SA-96.
  2. FOR METAL BRIDGE RAIL ANCHORAGE DETAILS SEE DWG SA-97.
  3. SECTIONS SHOWN @ SPAN 7. SECTIONS AT SPAN 20 & 25 SIMILAR.





**C** SECTION  
SCALE: 1" = 1'-0"

MAIN STEEL REINFORCEMENT TABLE				
LOCATION	DESCRIPTION	REINFORCEMENT	LAP SPLICE LENGTH	
			SPAN 7	SPAN 20 & 25
NORTH PARAPET	TOP	4 - #9 (TWO LAYERS) 3" APART	9'-1"	9'-1"
NORTH PARAPET	BOTTOM	4 - #9 (TWO LAYERS) 3" APART	8'-1"	8'-1"
SOUTH PARAPET	TOP	4 - #7 (TWO LAYERS) 3" APART	5'-6"	7'-4"
SOUTH PARAPET	BOTTOM	4 - #7 (TWO LAYERS) 3" APART	4'-10"	6'-5"

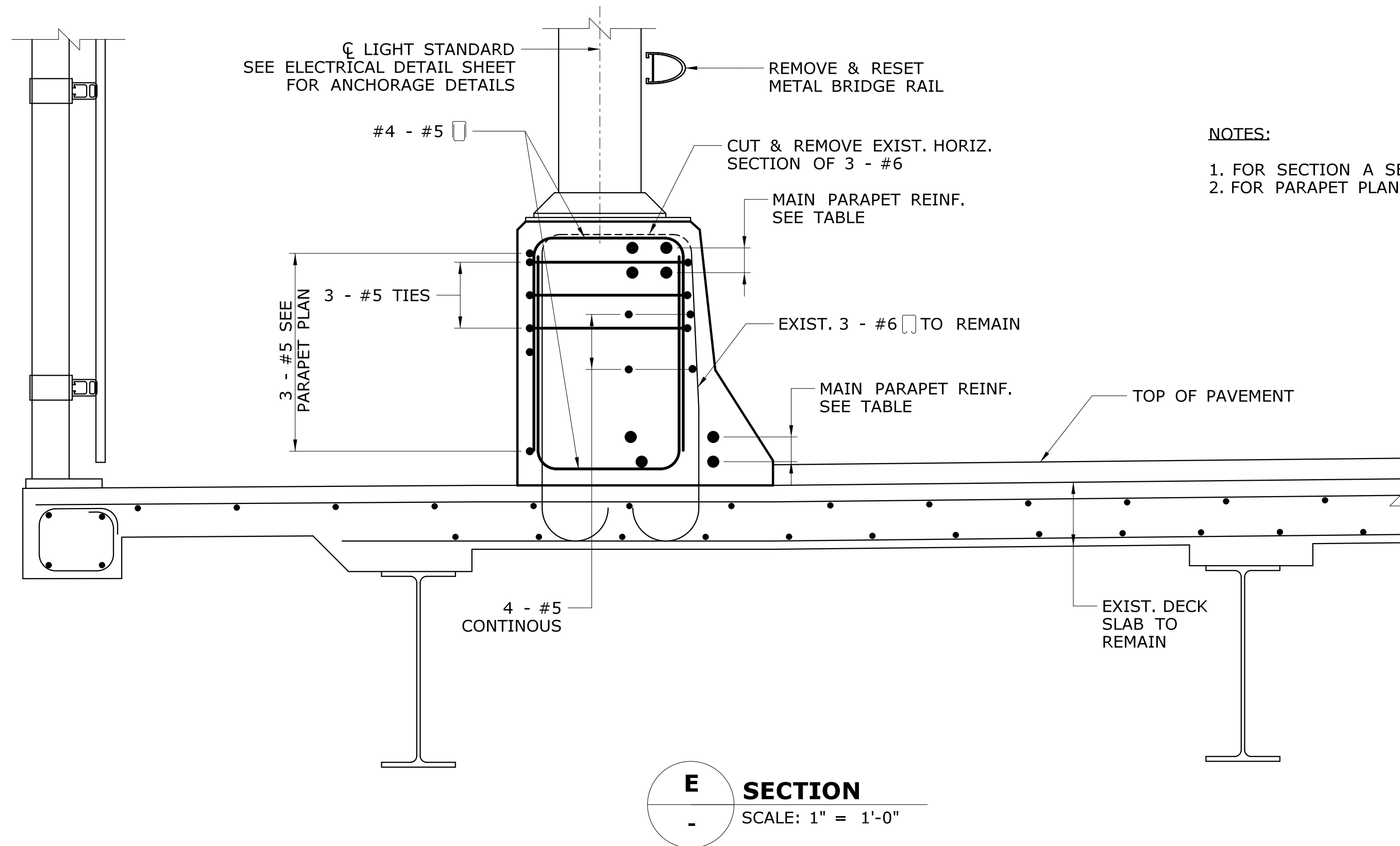
MAIN STEEL REINFORCEMENT TABLE			
LOCATION	DESCRIPTION	REINFORCEMENT	LAP SPLICE LENGTH
NORTH PARAPET	TOP	4 - #9 (TWO LAYERS) 3" APART	8'-8"
NORTH PARAPET	BOT.	4 - #9 (TWO LAYERS) 3" APART	6'-2"
SOUTH PARAPET	TOP	4 - #7 (TWO LAYERS) 3" APART	5'-2"
SOUTH PARAPET	BOT.	4 - #7 (TWO LAYERS) 3" APART	3'-8"

**D** SECTION  
SCALE: 1" = 1'-0"

ADDENDUM NO. 1

9/19/2016		REVISED REINFORCEMENT TABLE		04.095		THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: <b>S. CIRILLO</b> CHECKED BY: <b>J. SILVA</b>  SCALE AS NOTED		<div><div><div><div><div><div></div><div>STATE OF CONNECTICUT</div><div>DEPARTMENT OF TRANSPORTATION</div></div></div><div>Filename: ...\\SB_MSH_0094_0252_BR02514_DECK_4COHSS-5_A01.dgn</div></div></div></div>		<div><div><div><div><div><div></div><div>SILVA ENGINEERING, LLC</div><div>90 QUARRY ST.</div><div>WILLIMANTIC, CT 06226</div></div></div><div><div><div><div><span></span></div><div>STATE OF CONNECTICUT</div><div>REGISTERED PROFESSIONAL ENGINEER</div><div>NO. 14483</div></div></div></div></div></div></div>		PROJECT TITLE: <b>I-95 SB &amp; TR 817 BRIDGE NOS. 02514A &amp; 02514B OVER THAMES RIVER, SR 635 RR, LOCAL ROADS &amp; STATE PIER</b>		TOWN: <b>NEW LONDON / GROTON</b> DRAWING TITLE: <b>OVERHEAD SIGN STRUCTURE DECK SECTIONS II</b>		PROJECT NO. <b>94-252</b> DRAWING NO. <b>SA-95</b> SHEET NO. <b>04.095.A1</b>	
REV.	DATE	REVISION DESCRIPTION		SHEET NO.	Plotted Date: 9/19/2016														





NOTES:

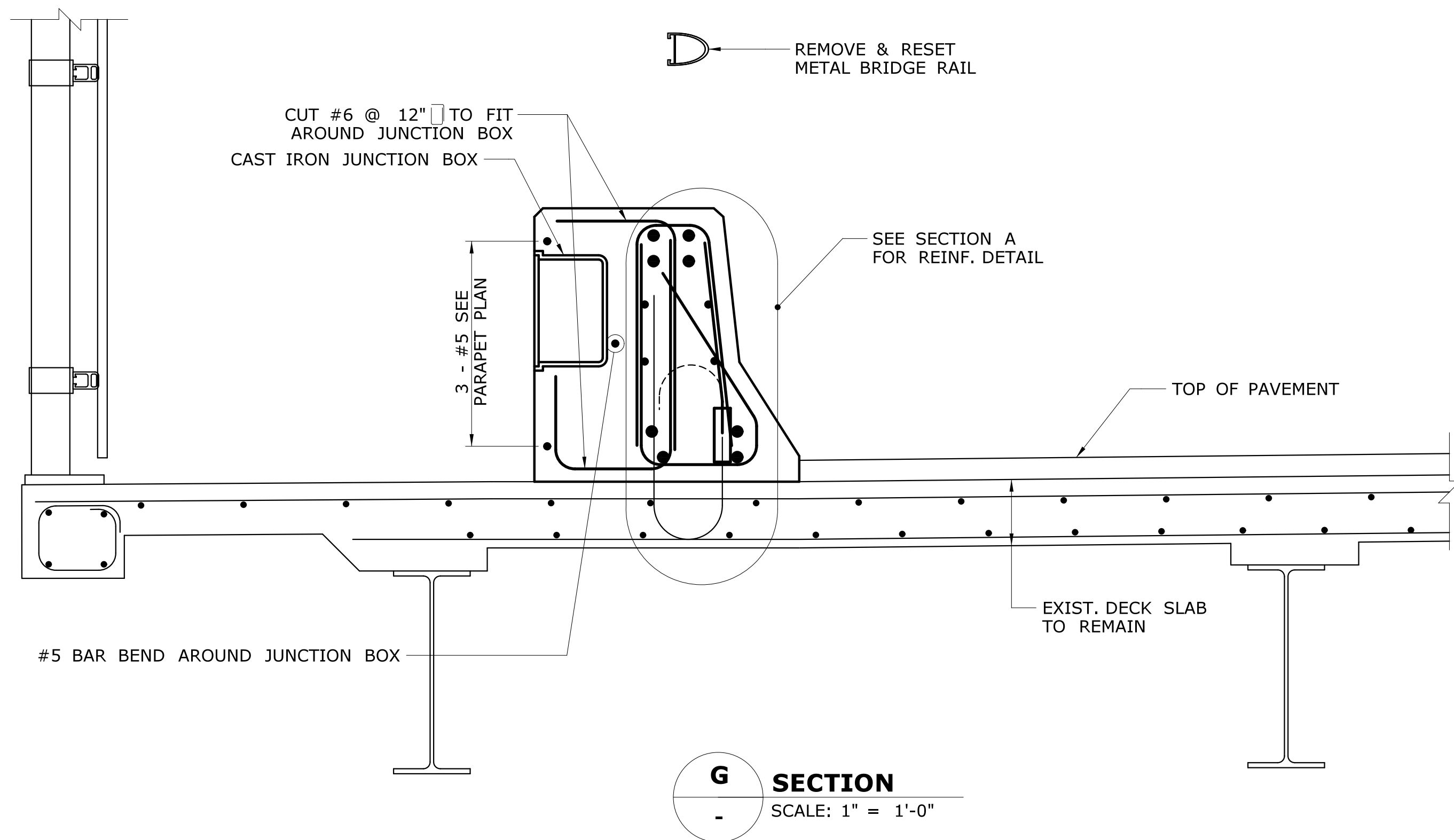
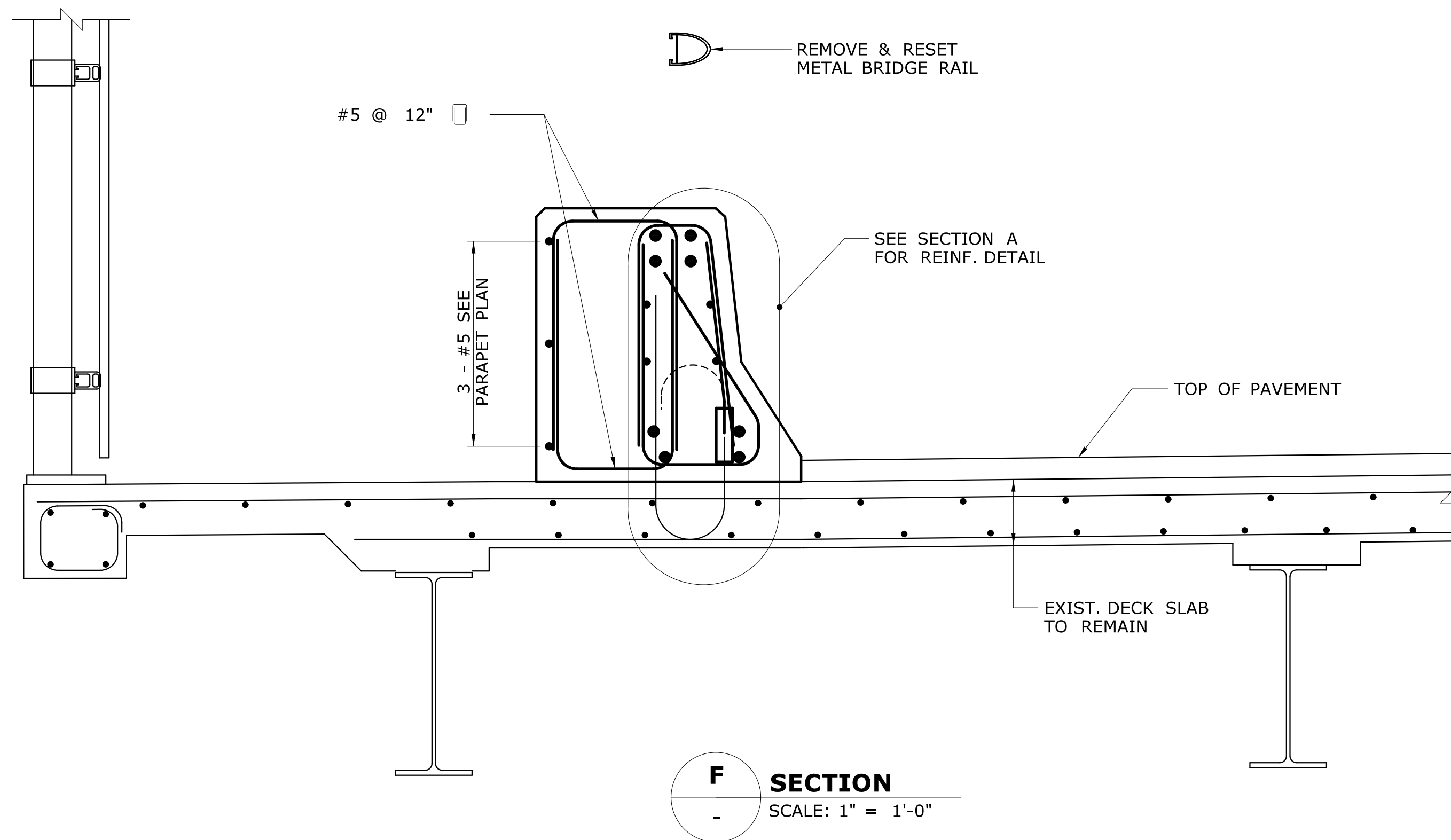
1. FOR SECTION A SEE DWG. SA-94.
2. FOR PARAPET PLAN SEE DWG. SA-92.

1. CONCRETE USED FOR RECONSTRUCTION OF PARAPET AND DECK SLAB SHALL BE AS TABULATED BELOW:

COMPONENT	LOCATION	
	SPAN 7	SPAN 20 & 25
NORTH PARAPET RECONSTR.	CLASS F	CLASS F
NORTH SIDE OF DECK RECONSTR.	CLASS F	CLASS F
SOUTH PARAPET RECONSTR.	CLASS F	LIGHT WEIGHT
SOUTH SIDE OF DECK RECONSTR.	CLASS F	LIGHT WEIGHT

PARAPET RECONSTRUCTION NOTES:

1. CONCRETE USED FOR RECONSTRUCTION OF PARAPET AND DECK SLAB SHALL BE CLASS F CONCRETE.
2. ALL NEW REINFORCING STEEL SHALL BE EPOXY COATED.
3. STEEL REINFORCEMENT COVER SHALL BE AS FOLLOWS, UNLESS NOTED OTHERWISE:  
PARAPETS: 2" COVER ALL AROUND.  
DECK SLAB: 2" COVER TOP; 1"COVER BOTTOM
4. PARAPETS SHALL BE CONSTRUCTED WITHOUT HORIZONTAL CONSTRUCTION JOINTS. CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW AND APPROVAL THE PROCEDURES TO BE USED TO ENSURE PROPER CONSOLIDATION OF THE CONCRETE. PARTICULAR ATTENTION IS REQUIRED FOR THE PLACEMENT OF THE CONCRETE AROUND STEEL REINFORCEMENT AT THE BASE OF THE POUR.
5. PRIOR TO REMOVING CONCRETE, INSTALL TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE) AS SHOWN ON DRAWING NO. SA-98. LAYOUT OF TEMPORARY PRECAST CONCRETE BARRIER CURB SHALL BE AS SHOWN IN THE MAINTENANCE & PROTECTION OF TRAFFIC DRAWINGS.
6. EXISTING METAL BRIDGE RAIL ON NORTH PARAPET, AND METAL BRIDGE RAIL (5 FT HIGH) ON SOUTH PARAPET SHALL BE REMOVED, STORED AND RESET ON NEW PARAPET WITH NEW STAINLESS STEEL ANCHORS. COST OF THIS WORK SHALL BE PAID FOR UNDER THE ITEM FOR "REMOVE AND RESET METAL BRIDGE RAIL" OR "REMOVE AND RESET METAL BRIDGE RAIL (5 FT HIGH)", AS APPLICABLE.
7. REMOVAL OF CONCRETE PARAPETS SHALL BE PAID FOR UNDER THE ITEM FOR "REMOVAL OF PARAPET".
8. REMOVAL OF CONCRETE DECK SLAB, SHALL BE PAID FOR UNDER THE ITEM FOR "REMOVAL OF BRIDGE DECK CONCRETE".
9. BAR LOCK REINFORCEMENT COUPLER SHALL BE PAID FOR UNDER THE ITEM FOR "DOWEL BAR SPLICER SYSTEM - EPOXY COATED".
10. THE COST OF DESIGNING, FURNISHING AND INSTALLING DEBRIS SHIELD ON THE NORTH SIDE OF THE BRIDGE SHALL BE INCLUDED UNDER THE ITEM "REMOVAL OF BRIDGE DECK CONCRETE".
11. THE COST OF DESIGNING, FURNISHING AND INSTALLING DEBRIS SHIELD ON THE SOUTH SIDE OF THE BRIDGE SHALL BE INCLUDED UNDER THE ITEM "REMOVAL OF PARAPET".
12. THE COST OF DESIGNING, FURNISHING AND INSTALLING OF TEMPORARY SIDEWALK SHIELD/PROTECTIVE FENCING SHALL BE INCLUDED UNDER THE ITEM "REMOVAL OF PARAPET".
13. THE COST OF DESIGNING, FURNISHING AND INSTALLING OF TEMPORARY SIDEWALK SLAB SUPPORT SYSTEM SHALL BE INCLUDED UNDER THE ITEM "REMOVAL OF DECK CONCRETE".
14. CONTRACTOR SHALL TEMPORARILY REROUTE EXISTING ELECTRICAL WIRING IN EXISTING CONDUITS PRIOR TO REMOVAL OF EXISTING PARAPETS AND RE-WIRE ELECTRICAL WIRING INTO THE CONDUITS IN THE NEW PARAPETS UPON THEIR COMPLETION. COST TO BE INCLUDED UNDER THE ITEM "REMOVAL OF PARAPET".



ADDENDUM NO. 1

	9/19/2016	REVISED TYPE OF CONCRETE	04.096	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: <b>S. CIRILLO</b> CHECKED BY: <b>J. SILVA</b> SCALE AS NOTED	 <b>STATE OF CONNECTICUT</b> <b>DEPARTMENT OF TRANSPORTATION</b> Filename: ...\\SB_MSH_0094_0252_BR02514_DECK_4COHSS-6_A01.dgn	 SILVA ENGINEERING, LLC 90 QUARRY ST. WILLIMANTIC, CT 06226	PROJECT TITLE: <b>I-95 SB &amp; TR 817 BRIDGE NOS. 02514A &amp; 02514B OVER THAMES RIVER, SR 635 RR, LOCAL ROADS &amp; STATE PIER</b>	TOWN: <b>NEW LONDON / GROTON</b> DRAWING TITLE: <b>OVERHEAD SIGN STRUCTURE DECK SECTIONS III</b>	PROJECT NO. <b>94-252</b> DRAWING NO. <b>SA-96</b> SHEET NO. <b>04.096.A1</b>
	REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 9/19/2016					